

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A driving apparatus, comprising:
 - a transmission mechanism portion;
 - a motor housed in a motor housing located at an engine side of the transmission mechanism portion; and
 - a clutch interposed between an engine output shaft and a rotor of the motor that is connected to an input shaft of the transmission mechanism portion, wherein:
 - ~~a secondary side~~ an output member of the clutch, which is connected to the input shaft, is configured by a cover;
 - the cover houses friction plates of the clutch, an actuator, and ~~a primary side member~~ an input member of the clutch connected to the engine output shaft;
 - ~~a the~~ the rotor of the motor is integrally connected to the cover, which is the ~~secondary side~~ output member of the clutch;
 - a stator of the motor is fixed to the motor housing;
 - a front hub positioned at the engine side of the cover is rotatably supported at a front wall member of the motor housing; and
 - a rear hub positioned at the transmission mechanism portion side of the cover is rotatably supported at a rear wall member of the motor housing.
2. (Previously Presented) The driving apparatus according to claim 1, wherein:
 - an inside of the cover is configured to be oil-tight,
 - an inside of the motor housing separated by the cover, the front wall member, and the rear wall member is configured to be a non-oil bath space that is not immersed in oil,
 - and

the motor, including the rotor and the stator, is located in the non-oil bath space.

3. (Previously Presented) The driving apparatus according to claim 2, wherein an oil seal is provided at each of the front hub and the rear hub, and the non-oil-bath space is configured to be a dry space.

4. (Previously Presented) The driving apparatus according to claim 3, wherein a sensor that detects a rotational angle of the rotor is fixed at the rotor and the front wall member of the motor housing.

5. (Currently Amended) The driving apparatus according to claim 3, wherein:
the rear wall member of the motor housing is an oil pump assembly integrally located at a fixed portion between a transmission case of the transmission mechanism portion and the motor housing,

a cylindrical portion of the rear hub is rotatably supported at a pump body of the oil pump assembly through a first rotation-supporting member and is configured to be oil-tight via the oil seal for the rear hub,

the front wall member of the motor housing is a separation wall member integrally fixed to the motor housing,

a cylindrical portion of the front hub is rotatably supported at an inner diameter portion of the separation wall member through a second rotation-supporting member,

the ~~primary-side member~~ input member of the clutch includes a center member, which is fitted to the input shaft and which has an inner solid portion, and

a third rotation-supporting member and the oil seal for the front hub are interposed between a cylindrical portion of the center member and a cylindrical portion of the front hub.

6. (Previously Presented) The driving apparatus according to claim 5, wherein the cylindrical portion of the center member includes (1) a supporting surface for the third rotation-supporting member and a surface for interposing the oil seal at an outer peripheral surface, and (2) an inner spline connected to an engine output shaft side member at an inner peripheral surface.

7. (Previously Presented) The driving apparatus according to claim 2, wherein:
an oil seal is provided at each of the front wall member and the rear wall member to configure the non-oil-bath space,
a scatter hole is provided at the cover so that oil can be scattered, and
the motor is located so that the oil scattered from the scatter hole can hit the stator.

8. (Previously Presented) The driving apparatus according to claim 7, wherein:
the front wall member of the motor housing is configured with a separation wall member integrally fixed to the motor housing and a sub separation wall member secured to the separation wall member in such a manner that the sub separation wall member is detachable from an outside, and
a sensor that detects a rotational angle of the rotor is fixed at the rotor and the sub separation wall member.

9. (Currently Amended) The driving apparatus according to claim 7, wherein:
the rear wall member of the motor housing is an oil pump assembly integrally located at a fixed portion between a transmission case of the transmission mechanism portion and the motor housing,

a cylindrical portion of the rear hub is rotatably supported at a pump body of the oil pump assembly through a first rotation-supporting member and is configured to be oil-tight via the oil seal for the rear hub,

the front wall member of the motor housing is configured with a separation wall member integrally fixed to the motor housing and a sub separation wall member secured to an inner peripheral portion of the separation wall member from an outside,

a cylindrical portion of the front hub is rotatably supported at an inner diameter portion of the separation wall member through the rotor and a second rotation-supporting member,

the ~~primary side member~~ input member of the clutch includes a center member, which is fitted to the input shaft and which has an inner solid portion,

a third rotation-supporting member is interposed between an outer peripheral portion of the center member and a cylindrical portion of the front hub, and

the oil seal is interposed between the outer peripheral portion of the center member and the sub separation wall member.

10. (Currently Amended) The driving apparatus according to claim 1, wherein the ~~primary side member~~ input member of the clutch includes a damper spring, and the damper spring is located in the cover.

11. (Currently Amended) The driving apparatus according to claim 1, wherein the ~~primary side member~~ input member of the clutch includes a damper spring, and the damper spring is located outside the cover.

12. (Previously Presented) A hybrid vehicle comprising the driving apparatus according to claim 1.

13. (Previously Presented) The driving apparatus according to claim 1, wherein:

the rear wall member of the motor housing is an oil pump assembly integrally located at a fixed portion between a transmission case of the transmission mechanism portion and the motor housing,

a cylindrical portion of the rear hub is rotatably supported at a pump body of the oil pump assembly through a first rotation-supporting member,

the front wall member of the motor housing is a separation wall member integrally fixed to the motor housing, and

a cylindrical portion of the front hub is rotatably supported at an inner diameter portion of the separation wall member through a second rotation-supporting member.

14. (Previously Presented) The driving apparatus according to claim 1, wherein:

the rear wall member of the motor housing is an oil pump assembly integrally located at a fixed portion between a transmission case of the transmission mechanism portion and the motor housing,

a cylindrical portion of the rear hub is rotatably supported at a pump body of the oil pump assembly through a first rotation-supporting member,

the front wall member of the motor housing is configured with a separation wall member integrally fixed to the motor housing and a sub separation wall member secured to an inner peripheral portion of the separation wall member from an outside,

a cylindrical portion of the front hub is rotatably supported at an inner diameter portion of the separation wall member through a rotor of the motor and a second rotation-supporting member.

15. (Currently Amended) The driving apparatus according to claim 1, wherein an intermediate member is interposed between the engine output shaft and the ~~primary-side member~~ input member of the clutch.

16-17. (Cancelled)